

W. H. JOHNSON, Editor.
J. M. SAMPSON, Publisher.

SALINA, KANSAS:

THURSDAY, JUNE 29, 1871.

SHALL WE VOTE?

There has been some considerable discussion among some of our citizens as to how the editors of THE JOURNAL stood on the question of voting bonds in aid of railroads. Our views, as nearly as we can compile them, are about as follows:

1. We do not desire to be classed with those who have no little of the progressive spirit of the age that they are continually howling "Down with railroads!" We believe that railroads have done more for civilization than any other agent except the church. We are in favor of railroads "by a large majority," and will do all in our power to encourage their construction in this country. But when the railroads run over the people's sacred rights of life and property and become odious monopolies—then will we oppose them with all our might and main. To keep railroad companies within due bounds, and make them the governed rather than the governors, we must have competition, and that we will get by encouraging railroads to make our country one of the objective points.

2. While we are not disposed to see our country over-burdened with debt and in the blighted condition financially that some of the towns of Missouri, and even Kansas, are now in, we are of the opinion that if we vote bonds to the amount of \$150,000 or \$200,000 judiciously, we shall lose nothing but rather gain one hundred fold in our wealth and credit. By voting judiciously we mean, giving our money to the most advantageous railway route. We want some road to connect at Salina that leads from some great thoroughfare—not a road that has its origin out on the desolate prairie. We should vote our bonds to no paper railroads.

3. If capitalists do not undertake the construction of the roads in the first instance, the men chosen as directors of the company should be men that are willing to work, full of life, energy and Chicago enterprise, not men that may happen to bear titles or be dubbed "Hon." unless they are of the right metal. If, then, we get the right men at work, they may with proper efforts succeed in engaging Eastern capitalists' attention to our resources and the great advantages that will result to them by investing in our railroad stock.

We are of the opinion that our country could stand an investment, at least of one hundred and fifty thousand dollars in bonds, but we would not encourage, on our part, a harem-scarum investment in every road that is sounded in our ears.

"NOT TOO FAST."

An article appeared in Tuesday's Topeka Commonwealth that may be taken with a certain degree of suspicion, though the paper, generally sincere in its professions, may not have had any ulterior designs. The Commonwealth, in speaking of the railroad excitement in our State, says: "We would wish to do nothing to discourage this enterprising sentiment, but it might be judicious to suggest to the people that they had better be cautious and not suffer their zeal for railroads to run away with their discretion," and used other language of the same import. The article is indited on the heels of a meeting held at Emporia and another at Salina, in the interest of the citizens securing the building of the Holden (Mo.) railroad to their respective localities. Topeka has been striving to secure the Holden road for its place, and should it be built to Emporia and Salina, it is very certain that it can not go to Topeka. So the question arises, does not Topeka hope to prejudice the people of Lyon and Saline counties against railroad aid, and taking advantage of the opposition thus created come in and obtain the road? There is another consideration that might influence us in this hypothesis, which is, the travel and trade by way of and to Topeka would be materially lessened on the completion of the Holden road by this route. The Commonwealth still farther advises the people in each county to seek for one railroad and remarks that "for such a road the county can well afford the means to build it."

We have one road but what we need is a competing line. For that road we have had to extend no aid. Being free of debt we can afford to aid another good railroad, and we should consider what aid is the most feasible and would be the most advantageous and whether the proposed outlay would be commensurate with the good results to be derived. It is the duty of the people of Saline county to pay but little or no attention to such articles coming from a competing county and calmly calculate for themselves the railroad question, and if they are convinced that the means warrant the aid, to go to work.

By all means we caution the people to be "too fast," but in the steps already taken, and those we hope to see taken, that will result in secure additional railroad facilities, they have not been "too fast." What we argue for is an unprejudiced, unbiased judgment of the people of the non-playing of outside parties. We are cautious of all such articles.

The outflow at New Orleans having nearly completely disappeared, the city officers are seeking to repair damages.

WHAT WE WOULD LIKE.

Before another copy of THE JOURNAL is presented to our readers, another anniversary day of the birth of our great Republic will have passed, and will have been celebrated in accordance with the time-honored custom, in festivities and merry-making. On that day, all over our land, from East to West, from North to South, from every hamlet, from every hill-side, from every pleasant grove and shady nook, will come the pealing thunder of artillery, the rolling of drums, the merry music of bands and the happy songs of millions of freemen. On that day, as ninety-five years ago, when the bell of Independence Hall, proclaiming the emancipation of a people from the despotism and tyranny of the mother country, will the bells chime in sweet unison, in celebration of the natal day of a successful republic. Greece had tried the problem of republicanism, Rome had tried it, other nations had tried it, but America, only, could solve it. Here, on a virgin continent, star from the vices of the despotism of the old world, and removed from the wrecks of constitutional liberty all over Europe, liberty, experienced by the sad lessons of history, sought to compile a work of political philosophy that should stand the test of the severest criticism during all time. A new land and a new civilization was necessary, in which to try again the struggle for human equality.

In 1620, when the long-drawn procession, with wailing trumpets and nodding plumes, was bearing the murdered Buckingham to his tomb by the Thames, some ten or twenty earnest, thoughtful men had been deliberating all day upon a measure, which was of little interest to any one save themselves, at the time, but which was to affect the world for ages after the Burghs and Stuarts had passed away into oblivion. This devoted band of men sought out the new world and established their household gods, and from Charleston harbor commenced that new civilization that was so congenial to republicanism. Here liberty was welcome!

In the course of time a republic was established. In its formation whatever was good in other forms of government was embodied in its plan, and soon, like Minerva, as she leaped from the brain of Jupiter, a form of symmetry and matchless grace, sprang up free and independent states in an indissoluble union, whose symmetrical parts and beauty astonished the world. It was the ideal Republic for which the political philosophers in all ages had striven; it was the triumph of constitutional liberty over the tyrannous dogma that the "king can do no evil;" it was the dawning of the era of progress and a high civilization, behind which the darknesses were closed on long ages of curtness, superstition, bigotry, cruelty and blood.

From a small and insecure nation, the republic has grown to become the greatest nationality of the world—famed and venerated for its laws, its freedom, its power, its intelligence and its governmental perfection. It has become the model for the oppressed of all countries in their strife for republicanism. It is a bright and glorious example of perpetuity and success of republican institutions, when wisely managed.

Hence we celebrate not so much the glorious deeds of the patriots of '76, the abolition of our sires from the tyranny of Great Britain and the inestimable privileges we individually enjoy under the aegis of liberty and equality, as the birth of, growth, and successfully-summated principle that a republican form of government can exist, and is the safest, purest and most complete form for humanity.

COUNTY SEAT QUESTION.

Editors of the Saline County Journal,
Lindsay gives up the fight. The county seat question in Ottawa county is settled. Minneapolis remains in quiet possession of the "seat." Mandamus is a complete fizzle. Mr. Thomas Dalrymple, the principal in instituting the suit to bring the county seat to Lindsay, came to the District Clerk's office and signified his desire to withdraw the suit, as he had got tired of paying the lawyers' fees and the costs himself, as those who were as much interested as himself did not manifest a sufficient moneyed interest in the matter, &c. The case was dismissed as follows:

STATE OF KANSAS, ss.
OTTAWA COUNTY, ss.
In the District Court of the 9th Judicial District of
OTTAWA CO.,
We, the undersigned referees in the case of Thomas Dalrymple et al. and Elijah Smith et al., do hereby agree to dismiss said action, and the said plaintiff to pay all costs that have accrued up to date.

Witness our hands this 28th day of June, A.D. 1871.
A. J. INSURGENT, Atty. for Defendant.
I hereby certify the above to be a correct and true copy of the agreement of the parties to dismiss the above action, as the same is of record in my office.
(Copy.) L. M. SHELLEY, Clerk of the Dist. Court.

What next? Suppose they try to get another vote on the matter. Minneapolis will outvote them by one hundred votes. The county seat matter is permanently settled in favor of Minneapolis. The railroad surveys are expected here to-morrow.

A petition to the commissioners is being signed, requesting them to order a vote whether this county shall issue \$100,000 bonds to aid the Lawrence, Solomon Valley and Denver Road.

The people of Kansas and adjoining cities, with a humanity worthy them, have undertaken the relief of the Eldorado people. Topeka has subscribed \$300 and Kansas City \$1,000. The storm was severe upon Eldorado, and the people are in destitute circumstances.

Louis Napoleon and family are living very nicely at Chantelure. The Emperor is fat and healthy.

FROM DELIVER, ON THE SOLOMON RIVER.

Thinking that a brief statement of our country, known as the Solomon Valley, may be of interest to your readers, I solicit the insertion of the following in THE JOURNAL.

One year ago the valley above Minneapolis, was only known save by the trapper, the savage, and a few settlers that skirted the river.

At that time there was a post office at this place, kept for the convenience of the few residing here. Mr. Yockey being postmaster.

Emigration began to move in rapidly, about the first of June last, since which time homesteads have been taken and houses erected to a distance of one hundred miles beyond this point, and now, extensive as the valley is, there is scarcely a quarter section of land but what is owned and occupied by some individual, or individuals, the former being correct in many instances, as bachelors are always consequent to a new country.

Delphos is situated eleven miles above Minneapolis, has a beautiful location, and bids fair to be a place of no little importance.

The first building was erected by Easley, Seymour & Co., which was stocked with dry goods and groceries, and they have an extensive and increasing trade.

A hotel was built by Mr. Yockey, but is now owned and managed by Mr. L. S. Disney, formerly of Ohio. Mr. D. is well supported by the citizens and travelers stopping over in search of land.

Mr. G. W. Strickler, formerly from Indiana, built a good building, filled with dry goods, queensware and groceries, and is receiving a liberal patronage.

A new drug store, under the proprietorship of Stanley & King, a harness shop, a blacksmith's shop and three dwellings constitute the town as it is now, and a hardware store will be in operation soon.

There is a saw and grist mill in process of erection, and the first will be ready to saw by July 1st, and grinding will be done by the first of September. The mill is owned by Messrs. Beaver, Simpson & Keiser.

We are not without school and church privileges, both of which are well attended.

We had a Lyceum last winter that was both interesting and profitable, many engaging in the exercises which were listened to by large and attentive audiences, and we can truthfully say that we carried the palm over all the other lyceums in the valley.

Our township votes on bridge bonds the first of July, the object being to bridge the Solomon at this place.

We feel that our success would be certain if we were assured that Salina's citizens would aid in the bridging of Salt Creek.

With these two bridges built Salina would be sure of a large trade which otherwise will be done at Solomon or Junction.

The bridge at Darling's Point will be of little benefit to those residing this side of Lindsay.

The general belief of those who know that Salina's trade, from the Solomon, would be largely increased were these two bridges built.

A. J. S.

COMMUNICATIONS.—On the first page of THE JOURNAL appear two communications from Lincoln county which we were sorry to admit to our columns, but as we had previously published similar articles from Lincoln county upon the county seat topic, we concluded it was only fair play to give them place. They contain too many personalities to suit our mind. To give the other side a fair show we will donate the same space to it, and then exclude all personal recriminations and bitterness from each and every source.

We do this in justice to all of our readers. We are the friends of free speech, but desire to promote harmony. While all questions will admit of discussion, that discussion should be conducted in a courteous manner. Send us your communications, gentlemen, but couch them in sound judgment and reasoning, devoid of personal bitterness.

CHINCH BUGS OUTWITTED.—The Yankee nation can beat the world in overcoming obstacles. The other day, a farmer who had tried every means to rid his grain fields of the pestiferous chinch bug, but without success, bought a barrel of tar from the gas company, and made a circle of tar around his entire cornfield. The next time he visited the field, he found an entire army corps of chinch bugs in line of battle, drawn up in front of the barrier reconnoitering the position, completely vanquished, and unable to proceed. They were taken prisoners, and the leaders executed on the spot. This is no joke. Farmers, try it, and you will save your corn crop.—Lawrence Journal.

We have not learned of the chinch bug being prevalent among our farmers, but reproduce the above as a possible remedy should they make their appearance.

SALINA EDITORS.—Friends Hanna of the Herald, and Johnson of THE JOURNAL, have been doing dirt in each other for some time, which they have kept up so indirectly that their association and intimacy have begun to assume shape. There is evidently "something the matter with Hanna," and it is believed that Johnson is to blame.—Council Grove Democrat.

We shall father nothing of the sort—it's none of ours. Sampson is the guilty wretch, and he must look after this small responsibility.

St. Louis, June 27.—Prof. Marsh, of Yale College, accompanied by several scientific young men, was at Chicago yesterday, en route to Fort Wallace, Kansas, where he will conduct the geological investigations begun last year. The party will then go to Oregon, and examine some unexplored sections of that State.

Saline witchery was nowhere compared with the case that has recently come to light in Perry county, Illinois. Two girls have been calling houses, dancing on roofs, and performing sorcerous feats never before equaled.

Bontwell, Secretary of the Treasury, and Pleasanton, Commissioner of the Internal Revenue, have engaged in a very bitter quarrel, which is being carried on with great bitterness, and with little prospect of a speedy settlement.

State Directory.
U. S. Senators—S. C. Pomeroy and A. Caldwell.
Representative in Congress—D. F. Lewis.
Judges of the Supreme Court—A. K. KIMBROUGH, Chief Justice; D. A. HARRIS, Associate Justice.
Governor—JAMES M. HOGG.
Lieutenant Governor—P. F. KELLEY.
Secretary of State—W. H. SMALLWOOD.
Treasurer—J. E. HAYES.
Auditor—A. THOMAS.
Superintendent of Public Instruction—R. D. MCGILVER.
Attorney General—A. L. WILLIAMS.

County Directory.
Judge of the District Court—W. H. CLARK.
Recorder of Deeds—J. H. TERRY.
Representative 10th District—J. H. SAMPSON.
County Commissioner—M. D. SAMPSON, C. C. TERRY and T. D. WILKINSON.
Clerk of the District Court—A. S. MONTGOMERY.
Probate Judge—J. H. SAMPSON.
County Clerk—DAVID BEERS.
County Treasurer—MILFORD ANDREWS.
Sheriff—J. W. HENNING.
Register of Deeds—A. S. MONTGOMERY.
County Attorney—G. W. SAMPSON.
Superintendent Public Instruction—A. P. COLLINS.

City Directory.
Mayor—C. H. UNDERWOOD.
Councilmen—E. F. LAMAR, DAVID BROWN, GEORGE POST, H. H. HULL and E. B. BROWN.
Police Judge—JOHN POSTER.
Probate Judge—J. H. SAMPSON.
Treasurer—THOMAS CLEGG.
City Attorney—M. A. WILSON.

CARD TO BUSINESS MEN.

GENTLEMEN:
I have made arrangements by which in future the KANSAS CENTRAL, ADVOCATE will be placed on file in every business establishment in the State, and will be distributed at the Union Depot, Kansas City, and several other prominent points further East on the arrival of the train, and on the cars when departing from Kansas City, and on the cars when departing from St. Louis, and on the cars when departing from St. Paul, and on the cars when departing from Chicago, and on the cars when departing from New York, and on the cars when departing from London, and on the cars when departing from Paris, and on the cars when departing from Rome, and on the cars when departing from Vienna, and on the cars when departing from Berlin, and on the cars when departing from Moscow, and on the cars when departing from St. Petersburg, and on the cars when departing from Constantinople, and on the cars when departing from Alexandria, and on the cars when departing from Cairo, and on the cars when departing from 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